

Military Circle / Military Highway Urban Development Area PRESENTATION

December 7, 2015





ALTERNATIVES

PRESENTATION OVERVIEW

1 Background Recap

2 Update on Branding

3 Alternatives Discussion

4 What do we need from you?

BACKGROUND / RECAP



WORK PROGRAM

12 month process:

WHERE WE ARE IN THE PROCESS



WHAT HAVE WE HEARD SO FAR?

PUBLIC

ADVISORY COMMITTEE

STAKEHOLDERS/CIVIC LEAGUES

STAFF



WHAT WE HEARD FROM THE PUBLIC

- September 28th Public Meeting:
- 111 attendees – 87 Norfolk residents
- Opportunity for input / dot voting on goals / ideas & suggestions



DOT VOTING ON GOALS

PROJECT GOALS

INCREASE SAFETY &
SECURITY

36

REVITALIZE SURROUNDING
AREA

26

BUILD FOR RESILIENCE

21

CONNECT & UNIFY THE AREA

19

ATTRACT ECONOMIC
DEVELOPMENT

16

PROCESS GOALS

DON'T SIT ON A SHELF

29

BE TRANSPARENT

25

BE SUSTAINABLE

10

BE INCLUSIVE

8

GOALS

What should our Goals be?

DOT VOTING:

Take 4 Green Dots and put them on the 4 Goals most important to you (either for the Plan or for the Place)

What are your goals for this Plan?

BE TRANSPARENT



BE INCLUSIVE



BE SUSTAINABLE



DON'T SIT ON A SHELF



What are your goals for the Military Circle/ Military Highway Place?

REVITALIZE SURROUNDING AREA



INCREASE SAFETY & SECURITY



ATTRACT ECONOMIC DEVELOPMENT



BUILD FOR RESILIENCE



CONNECT & UNIFY THE AREA



WHAT'S MISSING?
ADD NOTES ABOUT
OTHER GOALS THAT
ARE MISSING
BELOW

ADD NOTES HERE



Military Circle / Military Highway Urban Development Area
PUBLIC MEETING September 28, 2015



SAMPLE OF RESPONSES FROM PUBLIC MEETING:

GOALS

- Clean, safe, accessible community
- Marketing campaign to notify public of project
- Better access by walking
- Include Civic League input

QUALITY OF LIFE

- More green space / plazas public space
- Fitness / wellness facilities
- Address flooding
- Less reliance on cars
- Don't forget single family neighborhoods

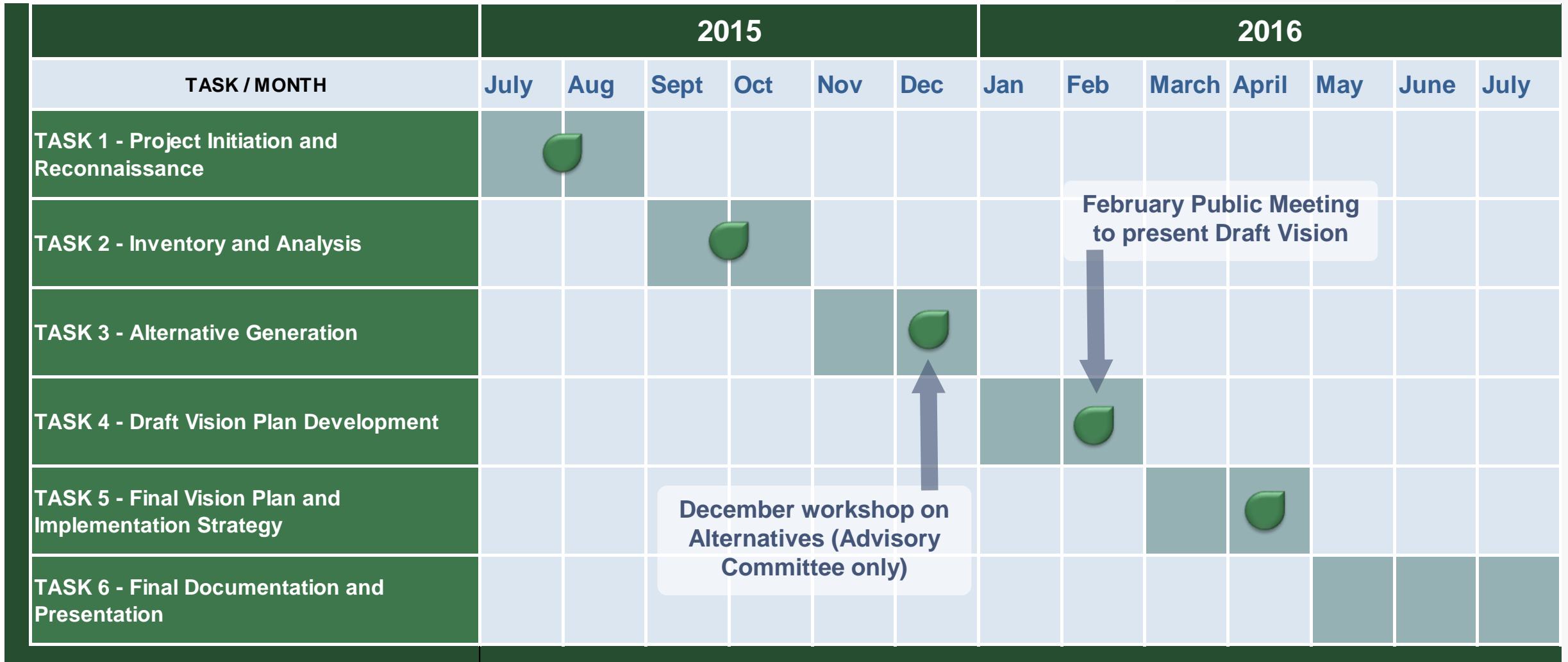
ECONOMY

- Incentivize long term business investment that takes root in the community
- Variety of housing types
- Mixed use town center where you can live, work, play

TRANSPORTATION

- Transit connections across modes
- Road Diets on major highways
- Complete Streets
- Walkable Bikeable
- Safety for all users

DEVELOPING ALTERNATIVES



ON SITE WORKSHOPS / MEETINGS

UPDATE ON PROJECT BRANDING



WHAT WE DISCUSSED LAST TIME

IDEAS for the
(FUTURE)
PLACE



NORFOLK Highlands
Military Circle - Military Highway Urban Development Area

**NORFOLK
CENTER**

**EAST
NORFOLK
RISING**

Norfolk
RISING

Military Circle - Military Highway
**UPTOWN
Norfolk**
Urban Development Area

**MILITARY
HIGHLANDS**

Military Circle
Military Highway
Urban Development Area **southEAST
NORFOLK**

**MILITARY
CROSSING**

NEW IDEAS BASED ON INPUT

NOTES:

- “Crossing” theme was based on input that this site was a regional destination crossroads and that the brand should reflect that regional prominence
- Branding is an ongoing process – may extend beyond the life of this 12 month planning process

NORFOLK
CROSSING



CITY
CROSSING
NORFOLK



NORFOLK
CITY
CROSSING



ALTERNATIVES DISCUSSION



HOW WE LOOKED AT ALTERNATIVES:






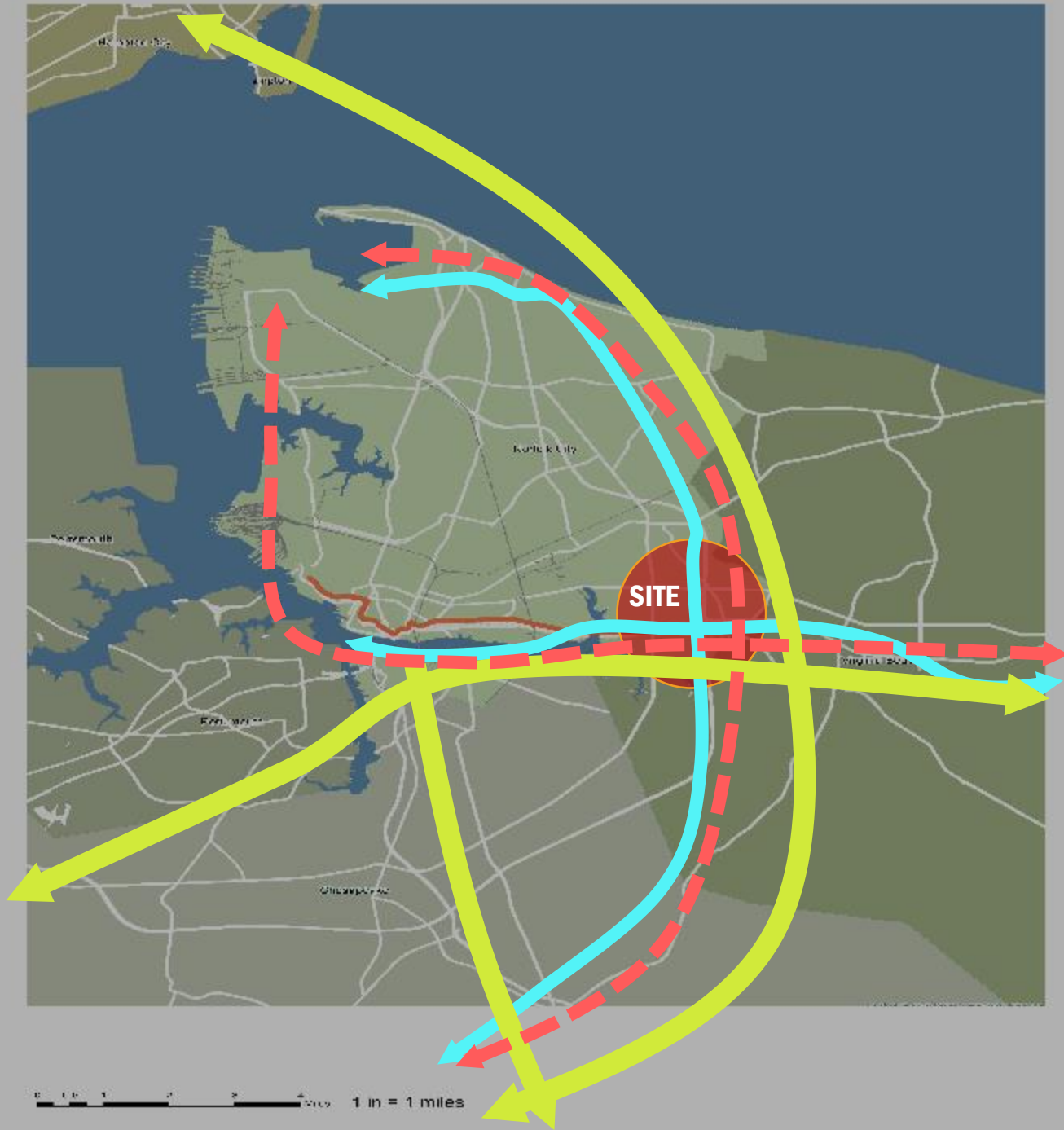
WHAT IS CONSTANT FOR EACH ALTERNATIVE:



WHAT CHANGES FOR EACH ALTERNATIVE:

REGIONAL TRAVEL MARKETS

- Moving from one region to another **INTERSTATES** 
- Moving within a region **BOULEVARDS** 
- Moving both within and outside a region **LIGHT RAIL** 

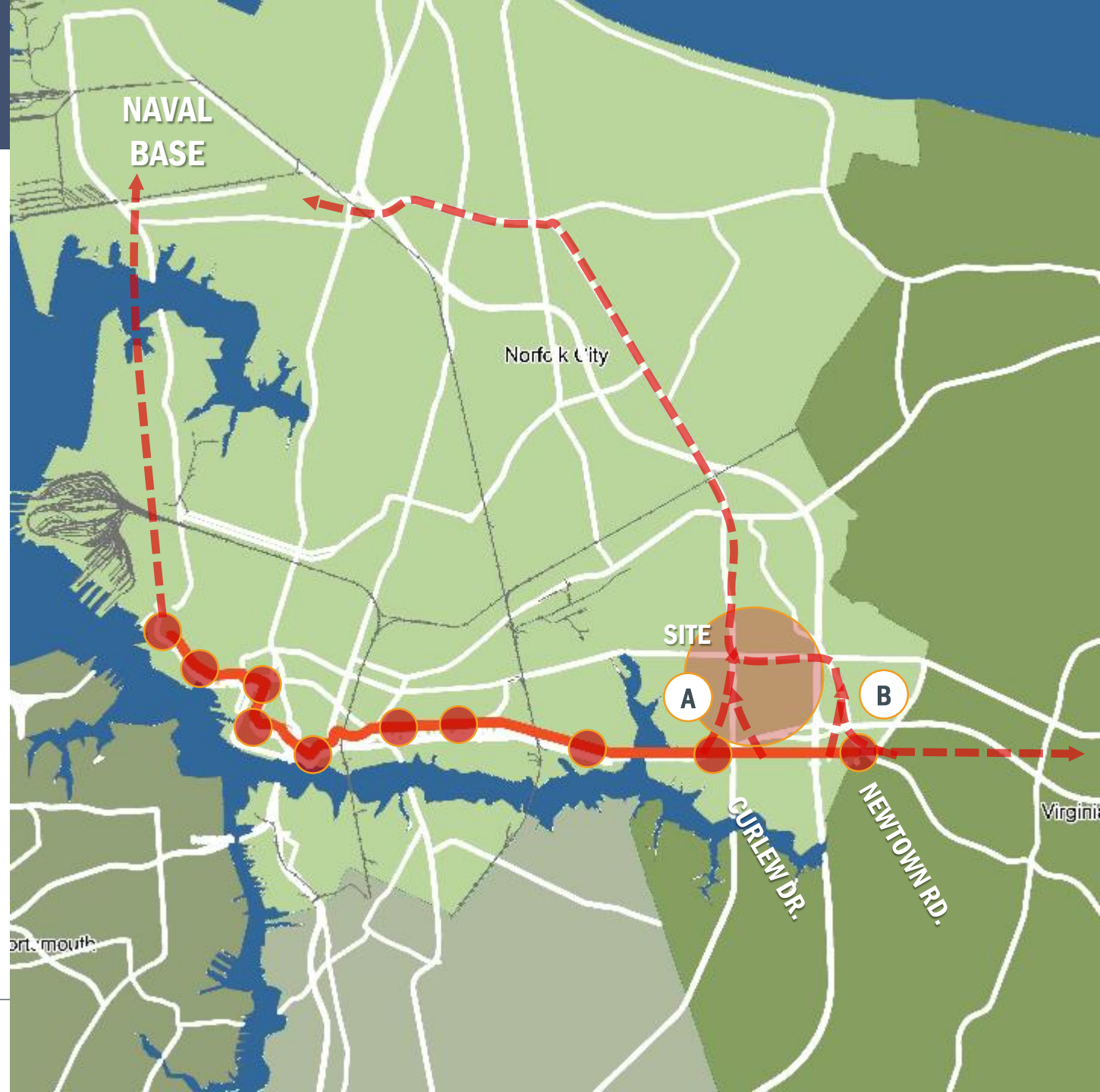


LIGHT RAIL OPTIONS

Goal is to have a “one seat” ride from the East/West Tide route to the Naval Base – options may include:

- A** Split off at or near Curlew Dr. Station to follow Military Hwy. (6 & 7a from NSN Study)
- B** Split off at or near Newtown Rd. Station to follow Kempsville Rd. (7b from NSN Study)

Source: NSN Transit Extension study – February 2015



LIGHT RAIL OPTIONAL ALIGNMENTS

A.1. Pull off at Curlew Dr. Station & align directly along Military Hwy.

- Bridges over I-264 & Virginia Beach Blvd.
- Light rail alignment would go along Military Hwy. next to roadway
- Potential stations at Mall and Lowery Rd.



LIGHT RAIL OPTIONAL ALIGNMENTS

A.2. Pull off at Curlew Dr. Station & create new alignment parallel to Military Hwy.

- Bridges over I-264 & Virginia Beach Blvd.
- Light rail alignment would go east of Military Hwy. to create a new internal “Transit Boulevard”
- Potential stations at Mall and Lake Taylor Hospital/JANAF



LIGHT RAIL OPTIONAL ALIGNMENTS

B.1. Pull off at Newtown Rd. Station & align directly along Kempsville Rd, then along Va. Beach Blvd. and north through JANAF

- Widen existing underpasses at I-264 and I-64 to accommodate Light rail
- Light rail alignment would generally go along each roadway to one side
- Potential stations at Sentara Hospital and Lake Taylor Hospital/JANAF



LIGHT RAIL OPTIONAL ALIGNMENTS

B.2. Pull off at Newtown Rd. Station & align directly along Kempsville Rd, then head west through Mall and north through JANAF

- Bridges over I-64 & Va. Beach Blvd.
- Widen existing underpass at I-264
- Light rail alignment would pull off Kempsville Rd. to create new internal Transit Boulevard
- Potential Stations at Sentara Hospital Mall and Lake Taylor Hospital/JANAF



LIGHT RAIL OPTIONAL ALIGNMENTS

Focused on two options – A.2. and B.2. because they maximized potential for meeting project goals –

- Catalyzing economic development through TOD opportunities
- Connecting & unifying the area
- Revitalizing Mall & JANAF development cores



Light Rail Alignment Examples:



A. Transit/Pedestrian Mall – no vehicular lanes



B. Street Alignment (Center) – allows for vehicular lanes

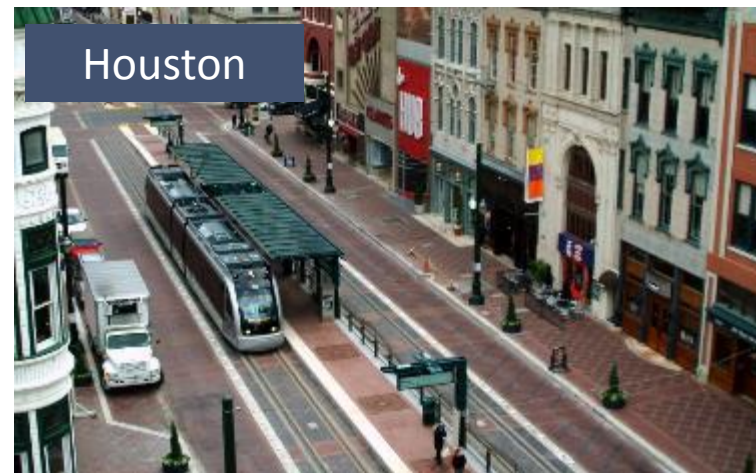


C. Street Alignment (Edge) – allows for vehicular lanes



D. Shared Roadway with vehicles

A. TRANSIT MALL ALIGNMENT



Transit Mall Options (no vehicular lanes)

- Mixed economic development outcomes, higher vacancy
- Sacramento adding new travel lane
- Vertical demarcations between the guide-way and pedestrian plaza or sidewalk
- Allows for increased LRT speeds

A. TRANSIT MALL ALIGNMENT (COUPLET)



- LRT guide-way station area an extension of the sidewalk
- No physical demarcations

A. TRANSIT MALL ALIGNMENT



- LRT station area - a public art experience

B. STREET ALIGNMENT (CENTER)



North San Jose, Ca – Center Alignment/Station Example

- ROW Similar to Military HWY
- Allows for operational efficiency at locations with fewer cross streets
- Transitioning from low density, suburban office park to compact mixed-use development
- Increase number of stations as density grows

B. STREET ALIGNMENT (CENTER)



C. STREET ALIGNMENT (EDGE)



Sidewalk Alignment Example:
Portland, Denver, San Jose,
Phoenix:

- Guide-way directly adjacent to sidewalk.
- Depending on ROW width, accommodates travel and parking lanes
- Allows for direct boarding from sidewalk
- Sidewalk must be 12 to 14-foot minimum
- Slower LRT speeds

C. STREET ALIGNMENT (EDGE/CENTER - COUPLET)



LRT Couplet Example (Portland, San Jose, Denver)

- One way light rail guide-way operates one block apart
- Operational flexibility
- Compatible within urban environments with compact ROW
- Sidewalk or center alignments
- Off-peak circulator option
- Operates at speed of traffic

C. STREET ALIGNMENT (EDGE - COUPLET)



LRT Couplet Example – Downtown San Jose

- Historic Streetcar circulator loop
- Slower speeds, increased stops

D. SHARED ROADWAY WITH VEHICLES



Shared Roadway Example -

- LRT and vehicles share the roadway.
- LRT operates at speed of traffic
- Similar to the Portland and Seattle Streetcar

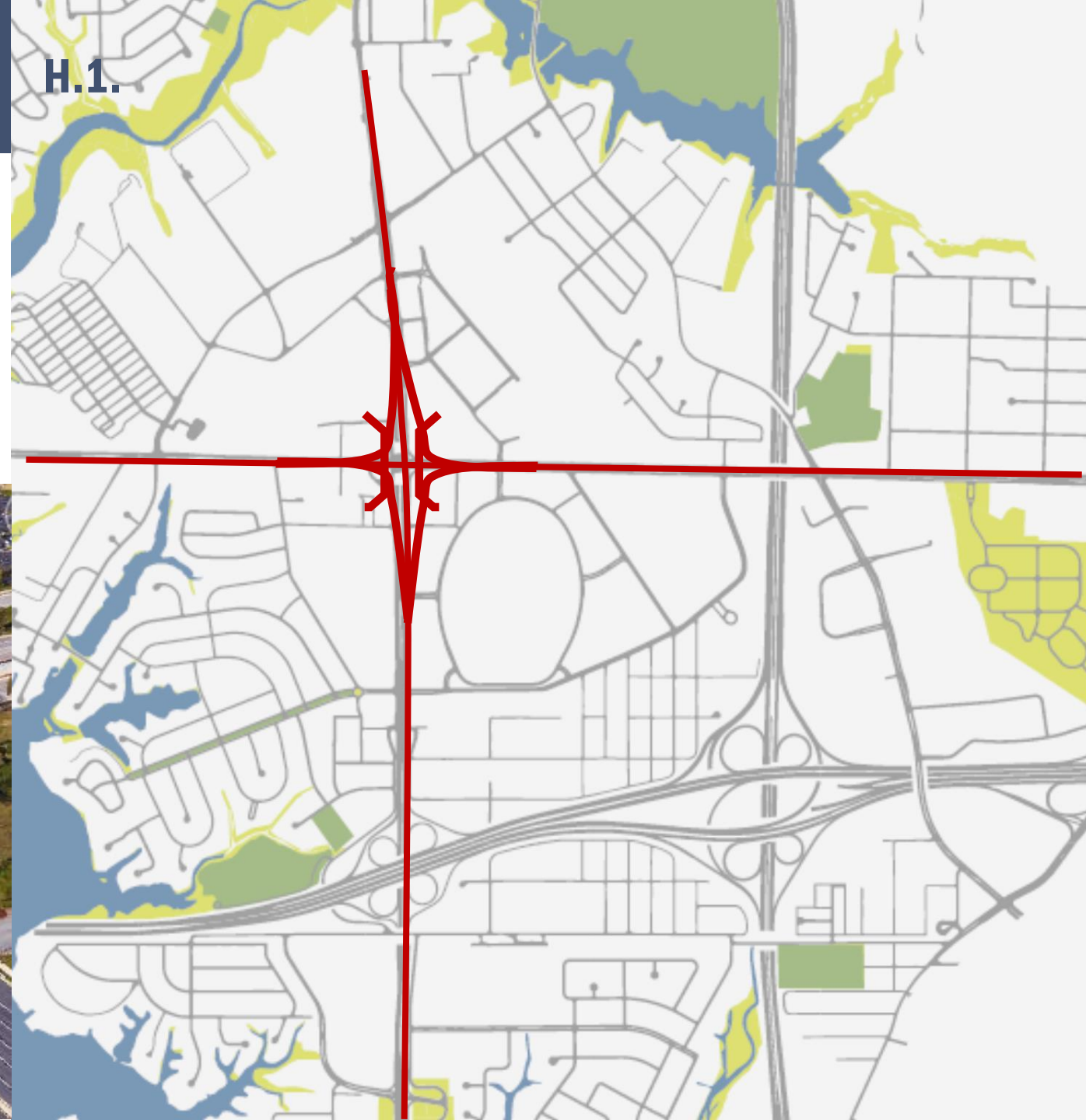
HIGHWAY CONSIDERATIONS

1. Current condition – Existing grade separated (Single Point) intersection

Considered other potential options to make area more walkable in future



Military Hwy. & Virginia Beach Blvd.



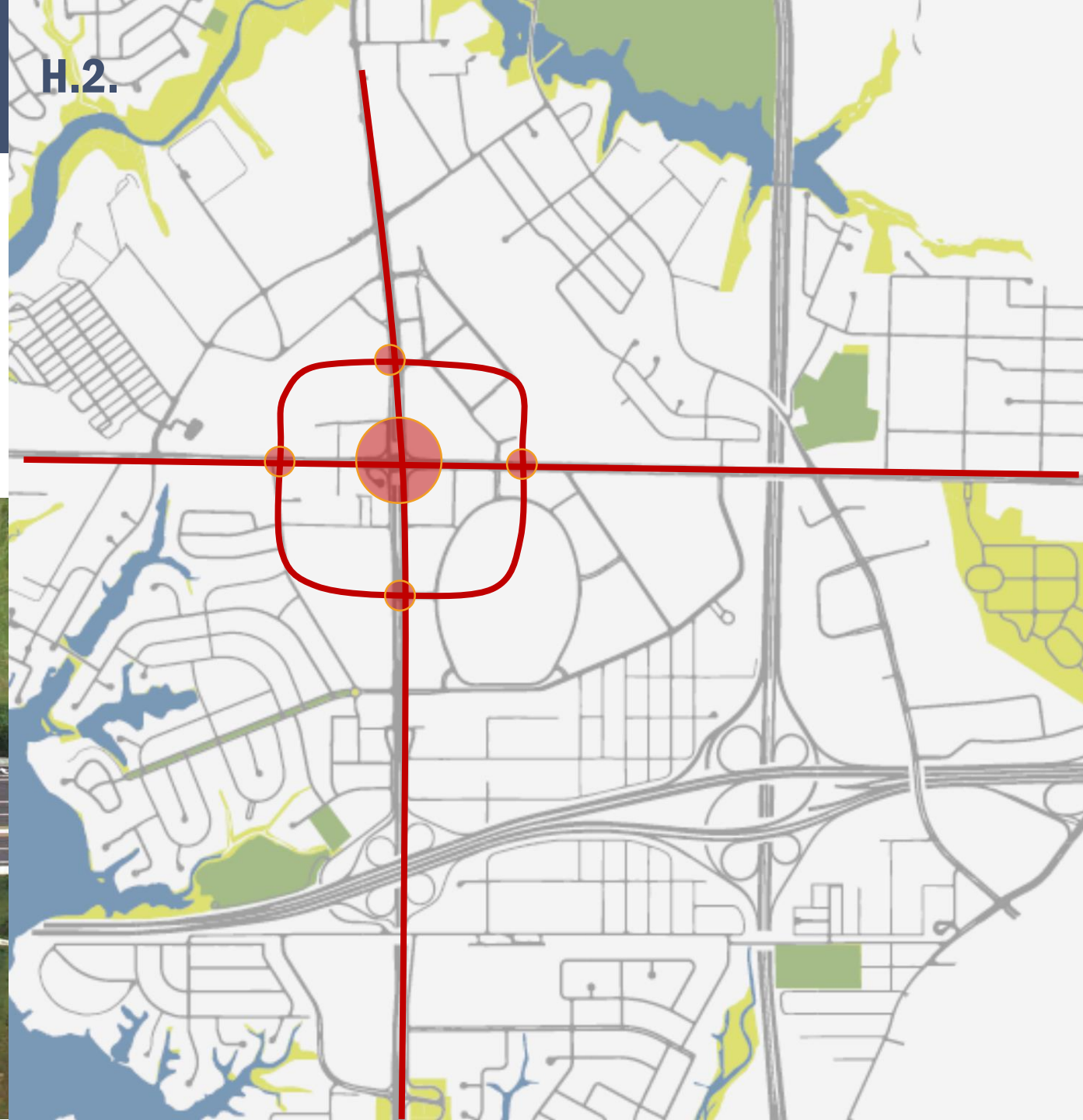
HIGHWAY OPTIONS

2. Convert to At-Grade signalized intersection with internal “Quadrant Intersection” system of loops



Rt. 319, Tallahassee, FL

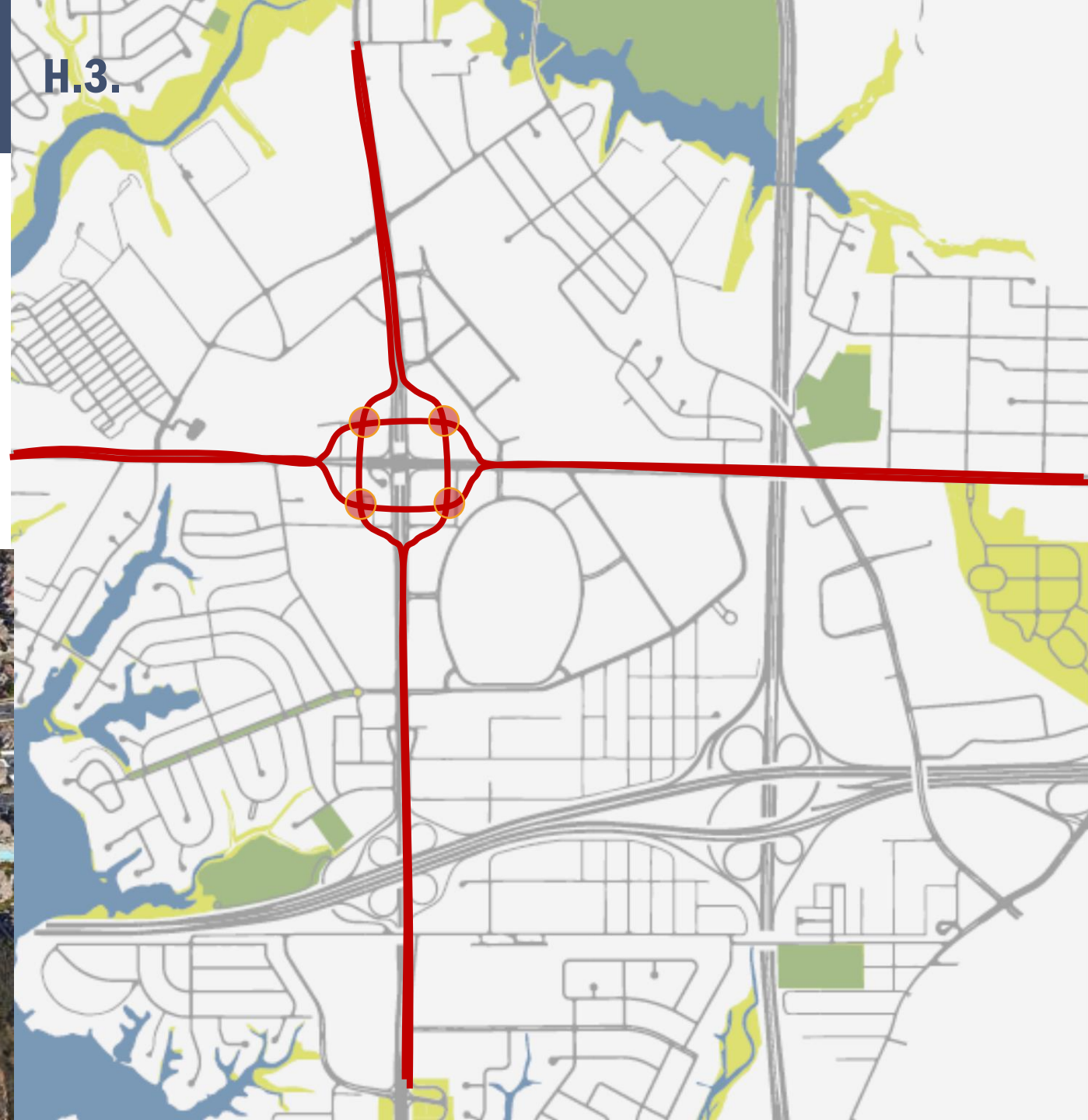
H.2.



HIGHWAY OPTIONS

3. Split highways into pairs of One Way Couplets that create developable site where intersection was.

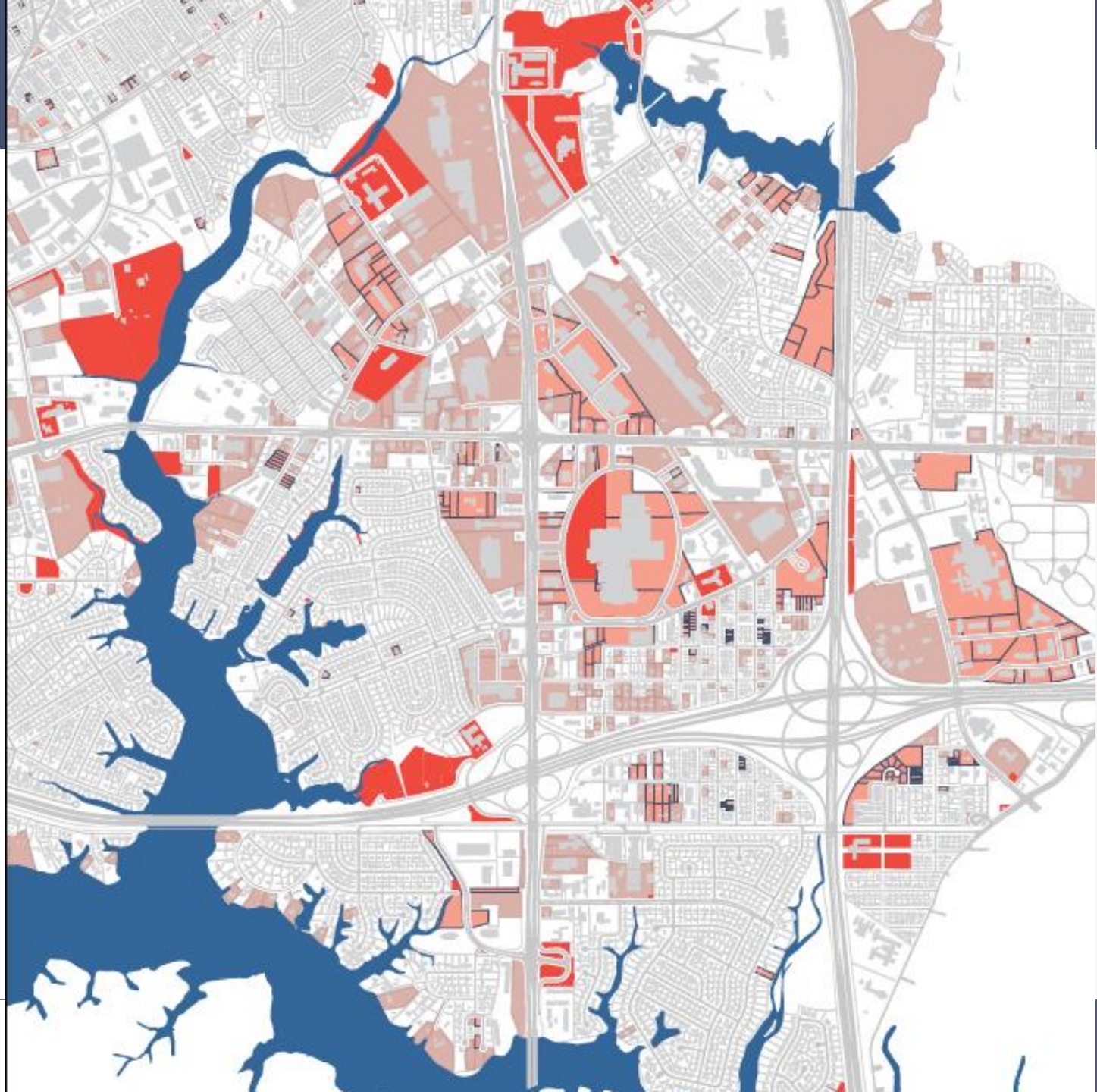
H.3.



LAND ANALYSIS

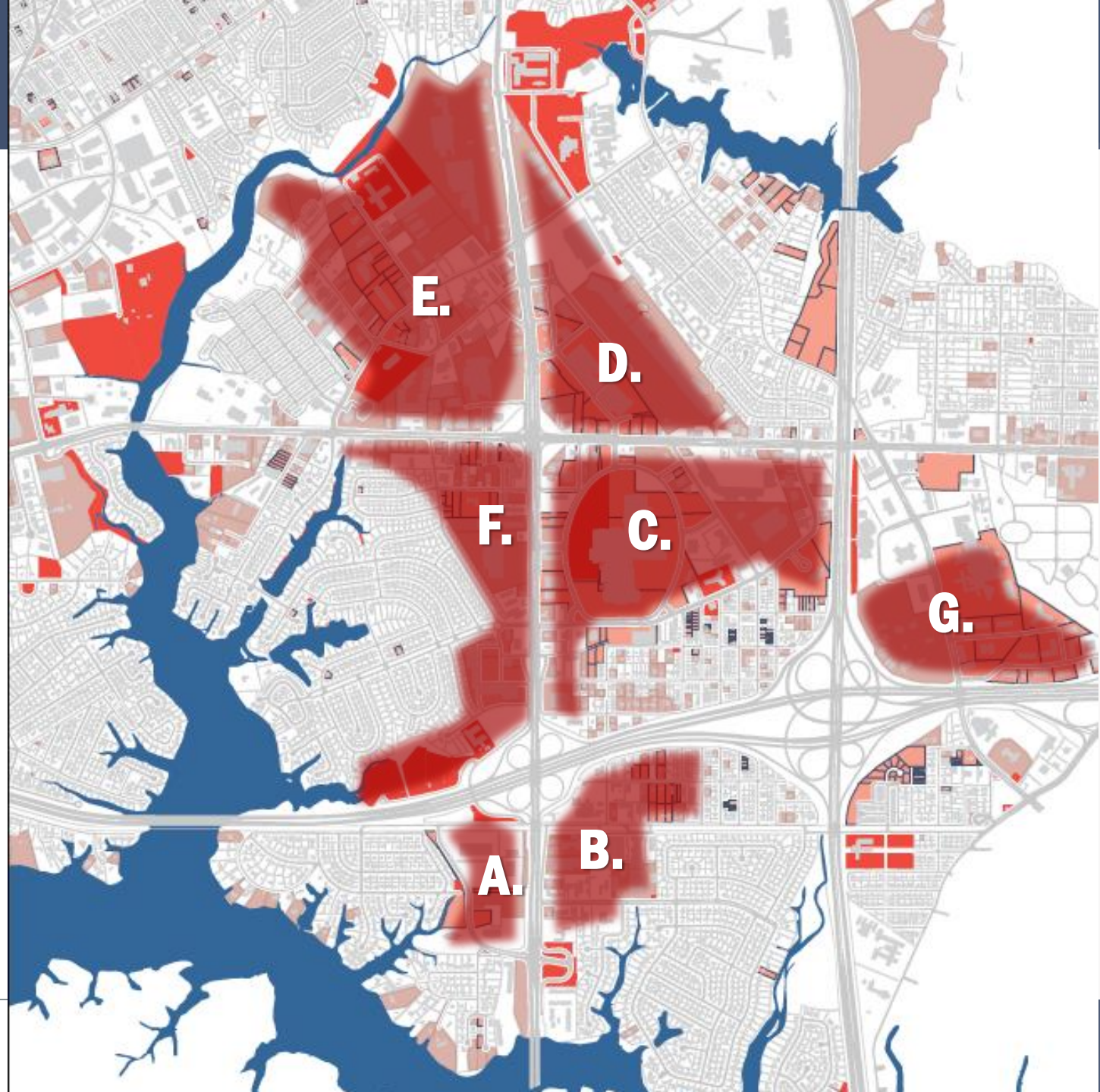
Criteria for selection:

- City owned OR:
 - Large assemblage in single ownership OR:
 - Potential redevelopment in 20+ years
- AND:
- Outside of single family residential areas

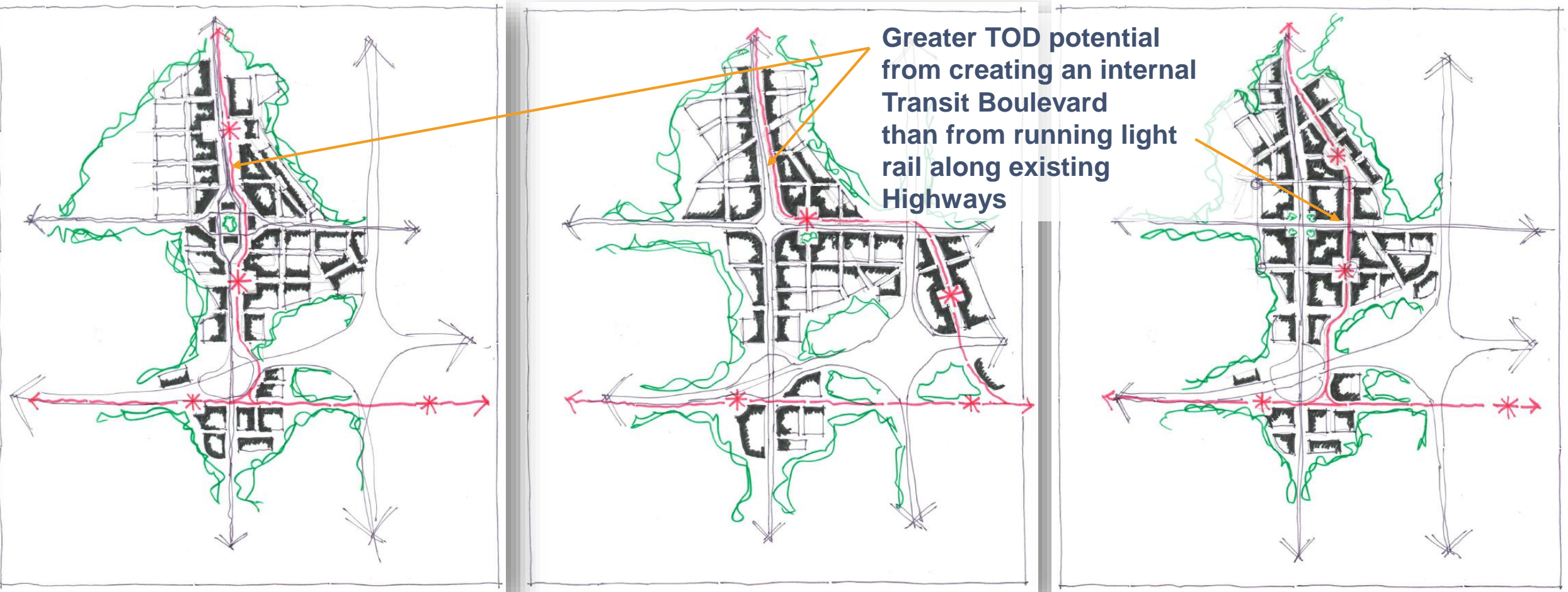


LAND BAYS

- A. Curlew Drive Station Area
- B. Curlew Drive Industrial Area
- C. Mall Area
- D. JANAF Area
- E. Raby Rd. Area
- F. Best Square Area
- G. Sentara Hospital Area



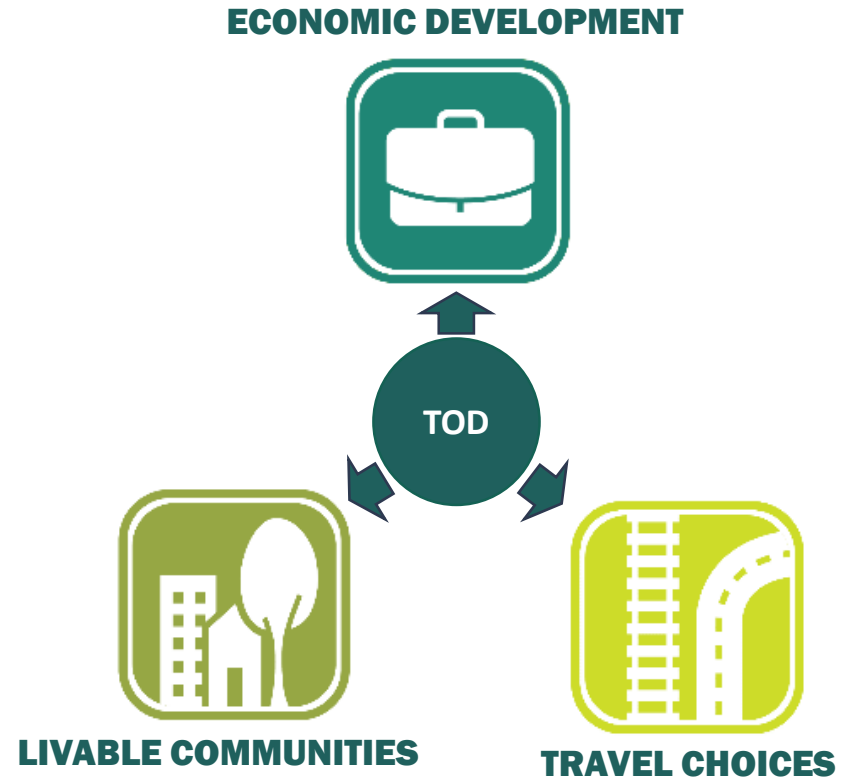
EARLY CONCEPTUAL ALTERNATIVES



Before looking at Land Use - explored ways of creating an urban street grid with different light rail alignments

A NOTE ON TRANSIT ORIENTED DEVELOPMENT

CHARACTERISTICS OF SUCCESSFUL TOD








CHARACTERISTICS OF SUCCESSFUL COMMUNITY



1

LAND USE AND DESIGN CONCEPTS

The Land Use and Design Concept for the Military Highway / Military Circle UDA includes five land use designations.

1.  **TOD MIXED USE/OFFICE/INST. FOCUS**
2.  **TOD MIXED USE/RESIDENTIAL FOCUS**
3.  **CORRIDOR MIXED USE/RETAIL & RESID. FOCUS**
4.  **HIGH DENSITY RESIDENTIAL**
5.  **LIVE/WORK FLEX**

TOD MIXED-USE: OFFICE / INSTITUTIONAL FOCUS

TOD MIXED USE/OFFICE/INST. FOCUS

- Located in the closest proximity to transit.
- Often anchored by a core institutional use (hospital / civic center, etc.)
- Intended to become activity centers.
- Highest density designation.
- Encourages urban-style development, including active ground floor uses with commercial or office space on the upper floors.



Photo Credit: Sasaki Assoc.



Photo Credit: Sasaki Assoc.

REPRESENTATIVE AREAS

TOD MIXED-USE: RESIDENTIAL FOCUS

TOD MIXED USE/RESIDENTIAL FOCUS

- Located within close walking distance to transit and park spaces.
- High density neighborhoods with many urban amenities.
- Encourages urban-style development including active ground floor uses with apartments or condominiums on the upper floors.
- Residential densities may exceed 45 units per acre if a specific level of affordable housing is provided.



Photo Credit: DC Metro

REPRESENTATIVE AREAS

CORRIDOR MIXED-USE: RETAIL / RESIDENTIAL FOCUS

CORRIDOR MIXED USE/RETAIL & RESID. FOCUS

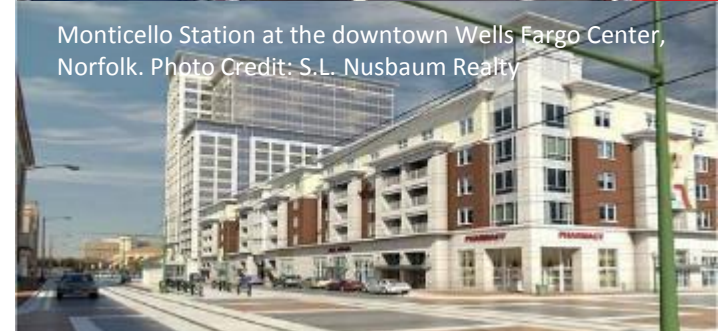
- Located along major corridors.
- Typically allows either all retail or ground floor retail with residential above
- These properties are typically farther from the transit station and have less of an urban character compared to TOD Mixed-Use.
- Mixed uses are encouraged either within the same building or on the same site, but they are not required.



Photo Credit: Charlottesville Solutions



Photo Credit: Chicago DOT



Monticello Station at the downtown Wells Fargo Center, Norfolk. Photo Credit: S.L. Nusbaum Realty

HIGH DENSITY RESIDENTIAL

HIGH DENSITY RESIDENTIAL

- Intended to be the most intensely developed residential zone.
- The buildings are urban in their character, located near the street (with entrances oriented to them), and within walking distance to transit.
- Parking is kept out of sight, with most intended as tuck-under or structured.
- Residential densities may reach 45 units per acre and additional density may be permitted when affordable housing is provided.
- Commercial uses typically not included. Uses could include apartments and condominiums.



Photo Credit: Trulia



Photo Credit: Denver Infill

REPRESENTATIVE AREAS

LIVE-WORK FLEX

LIVE/WORK FLEX

- Encourages ground floor business activity with residential units on the upper floors.
- Depending on the environment, residential uses may be required, with non-residential uses optional.
- Residential densities typically moderate with townhouse-type density
- Development could include a mix of uses or residential only development such as rowhouses, apartments, or condominiums.



Photo Credit: John Reagan Architects

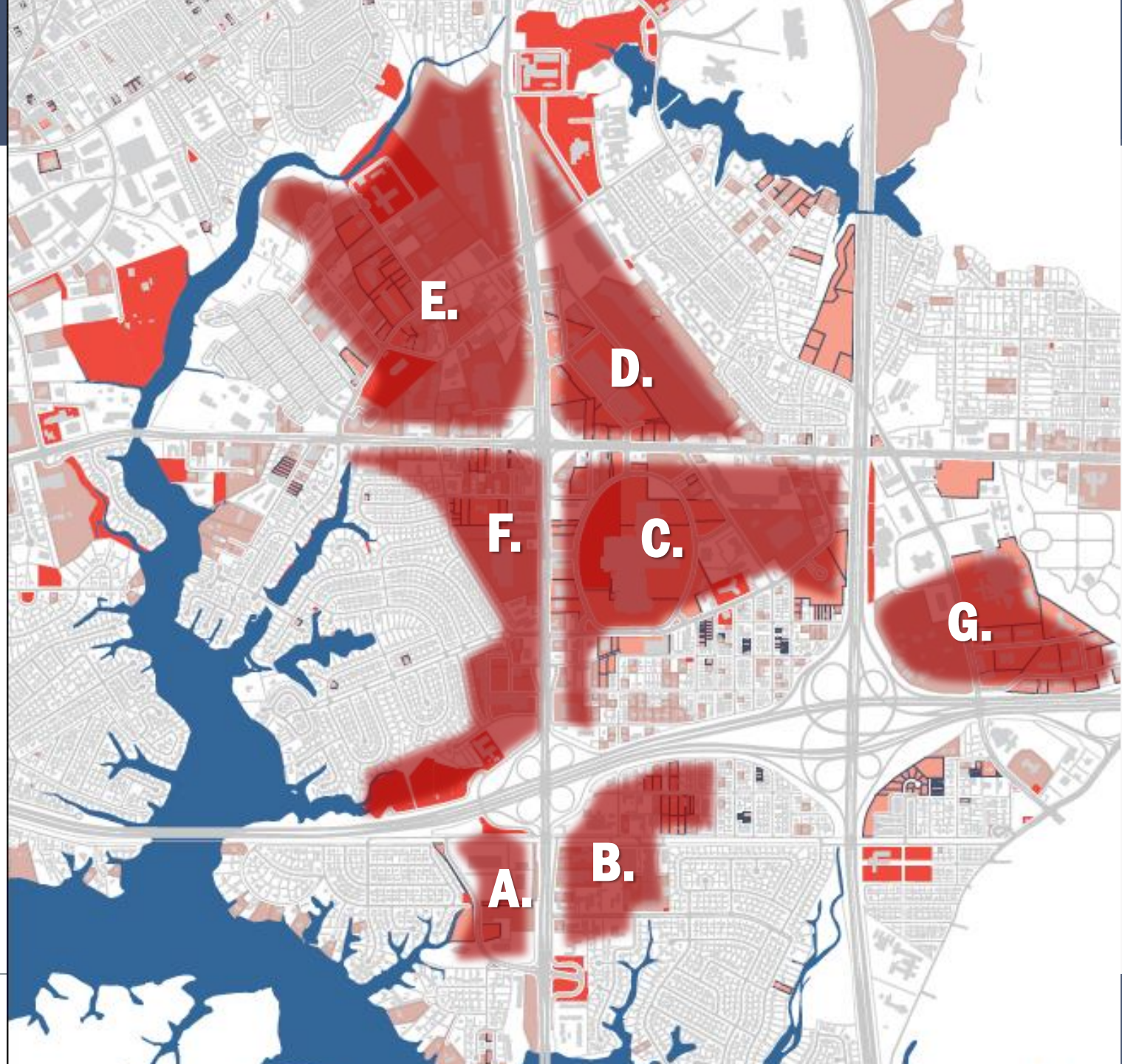


Photo Credit: BLRB Architects

REPRESENTATIVE AREAS

LAND BAYS

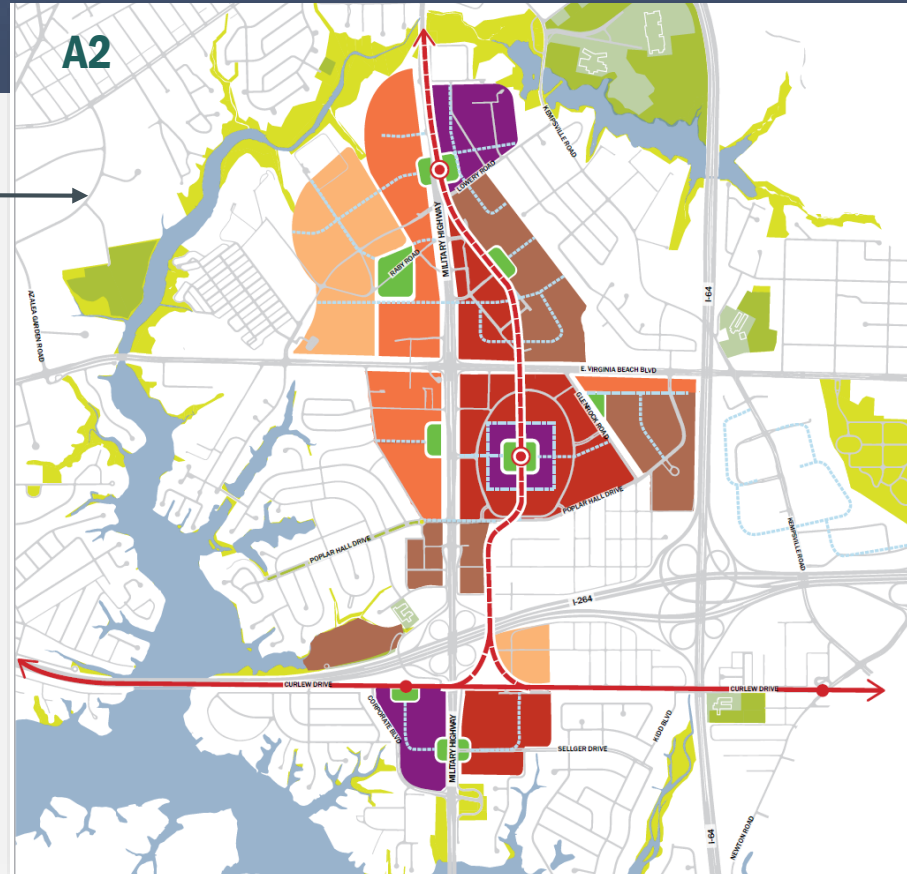
- A. Curlew Drive Station Area
- B. Curlew Drive Industrial Area
- C. Mall Area
- D. JANAF Area
- E. Raby Rd. Area
- F. Best Square Area
- G. Sentara Hospital Area



LAND USE ALTERNATIVES

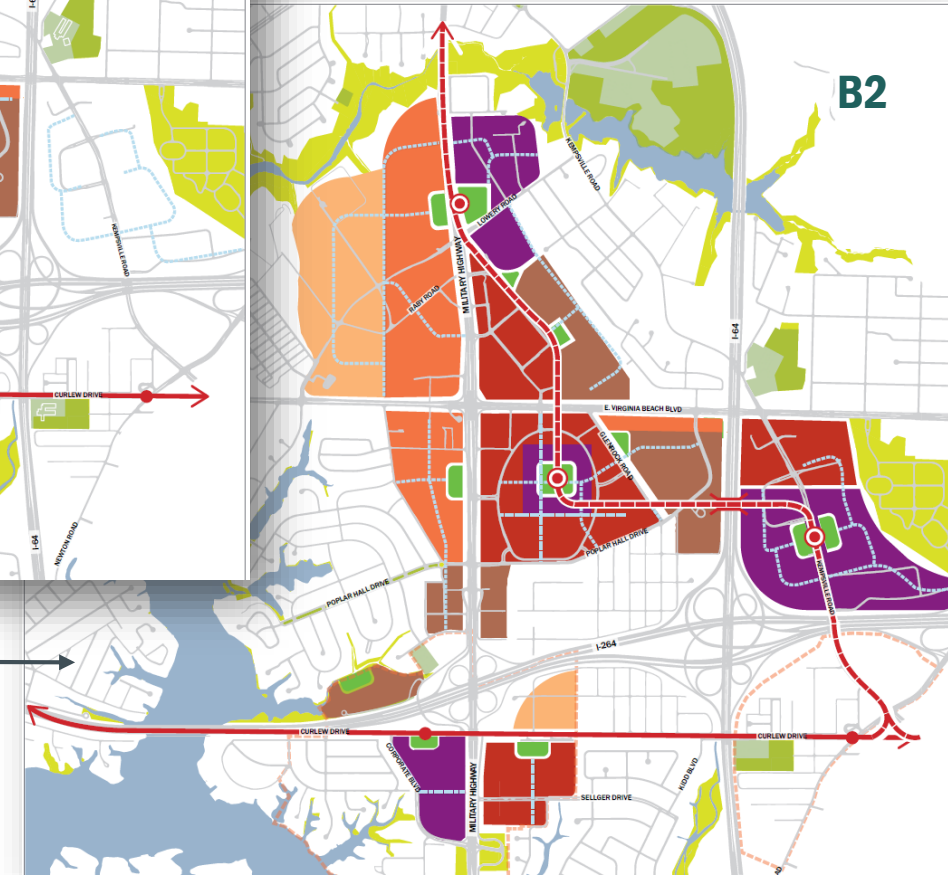
- CONCEPT A-2

- New Transit Boulevard parallel to Military Hwy.



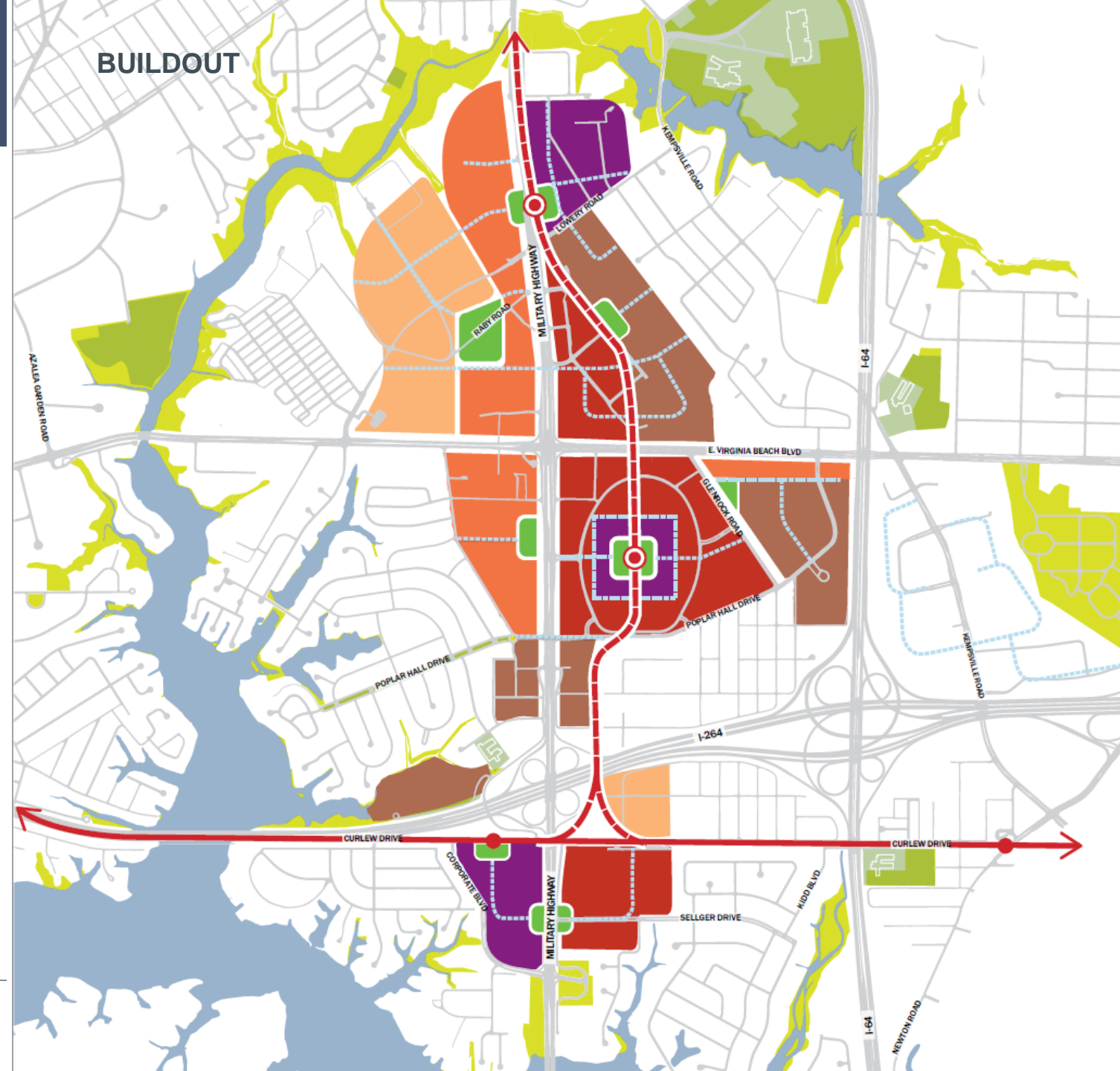
- CONCEPT B-2

- New Transit Boulevard connecting Kempsville Rd. to Military Hwy.



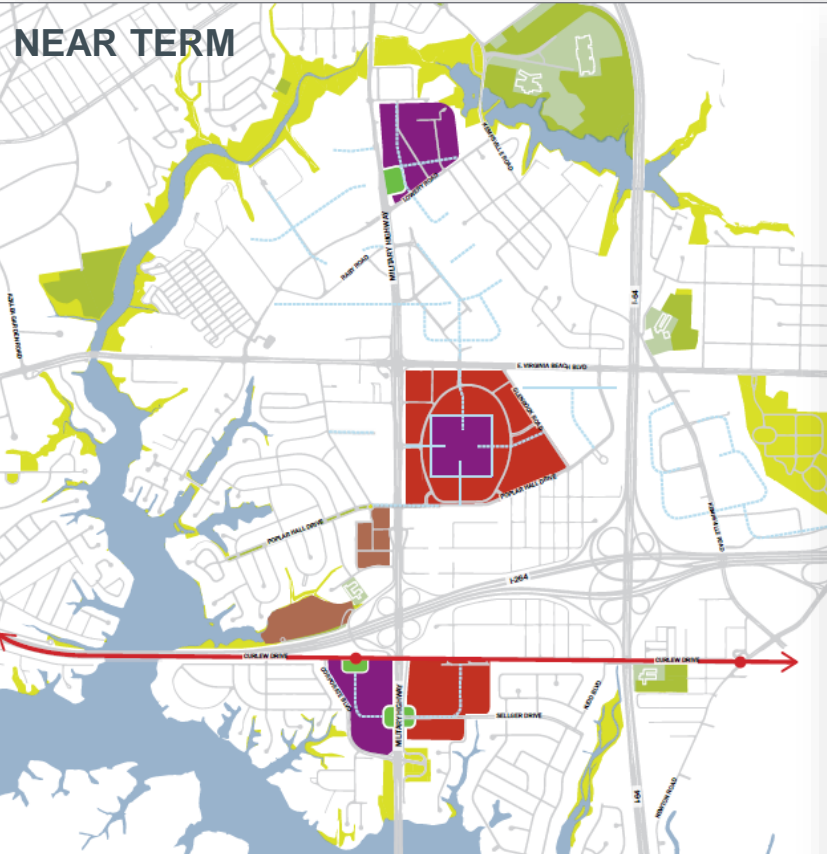
ALTERNATIVE A-2

- TOD MIXED USE/OFFICE/INST. FOCUS
- TOD MIXED USE/RESIDENTIAL FOCUS
- CORRIDOR MIXED USE/RETAIL & RESID. FOCUS
- HIGH DENSITY RESIDENTIAL
- LIVE/WORK FLEX

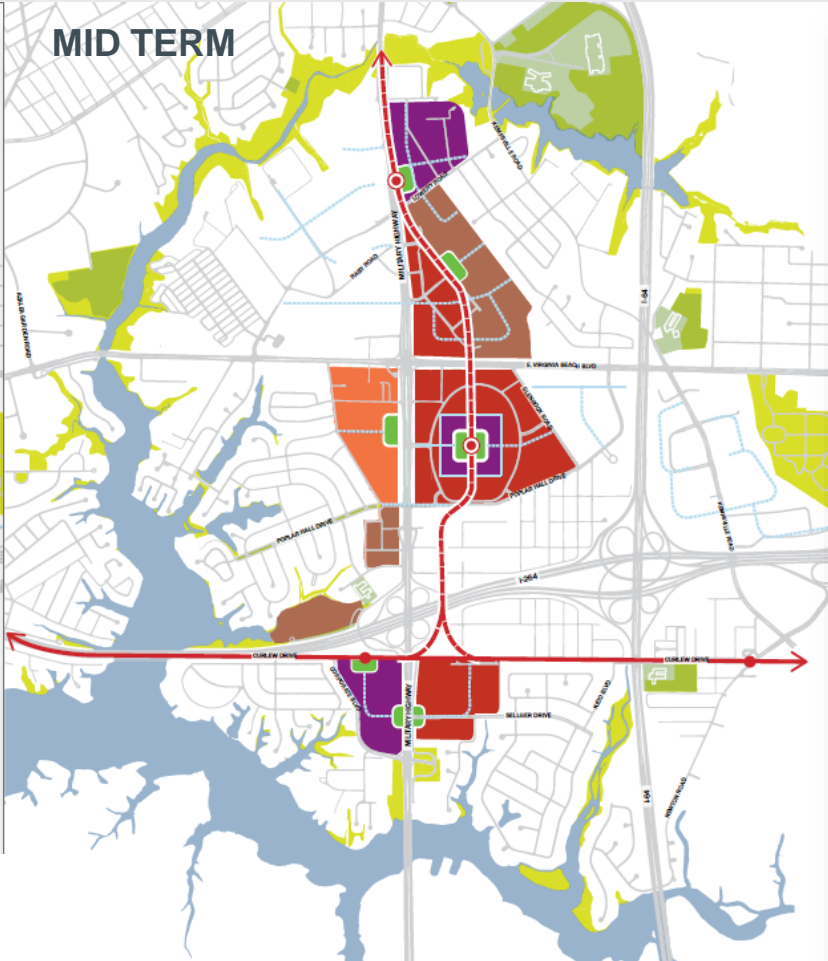


ALTERNATIVE A-2

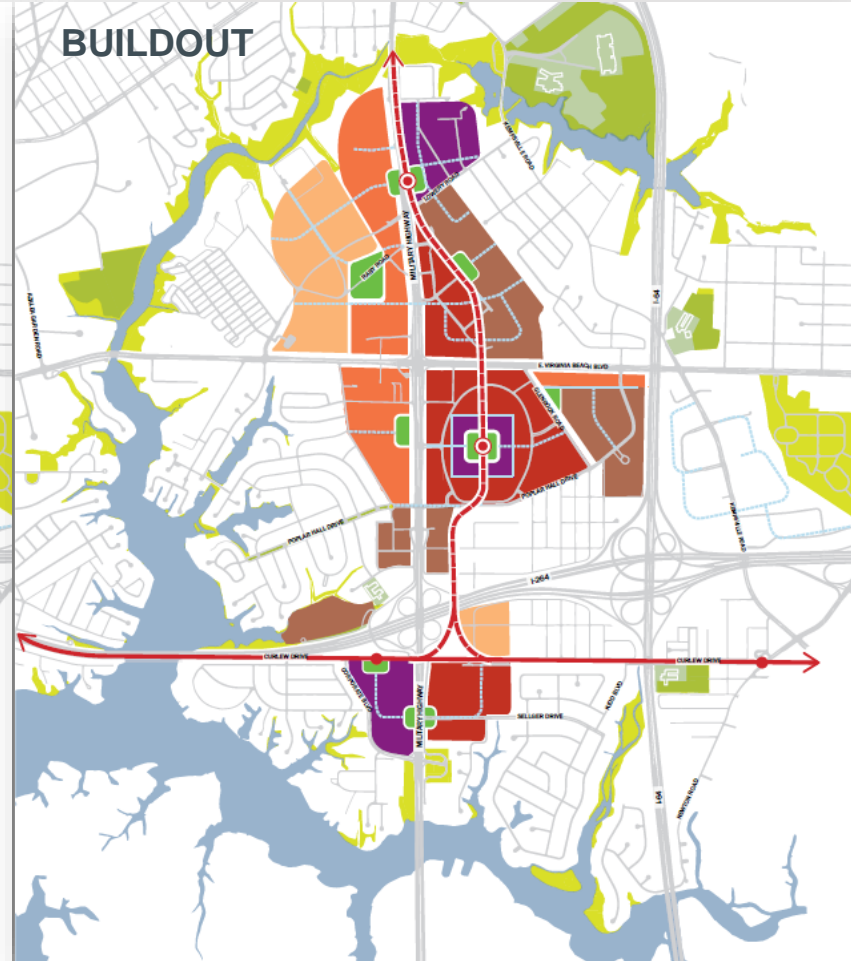
NEAR TERM








MID TERM



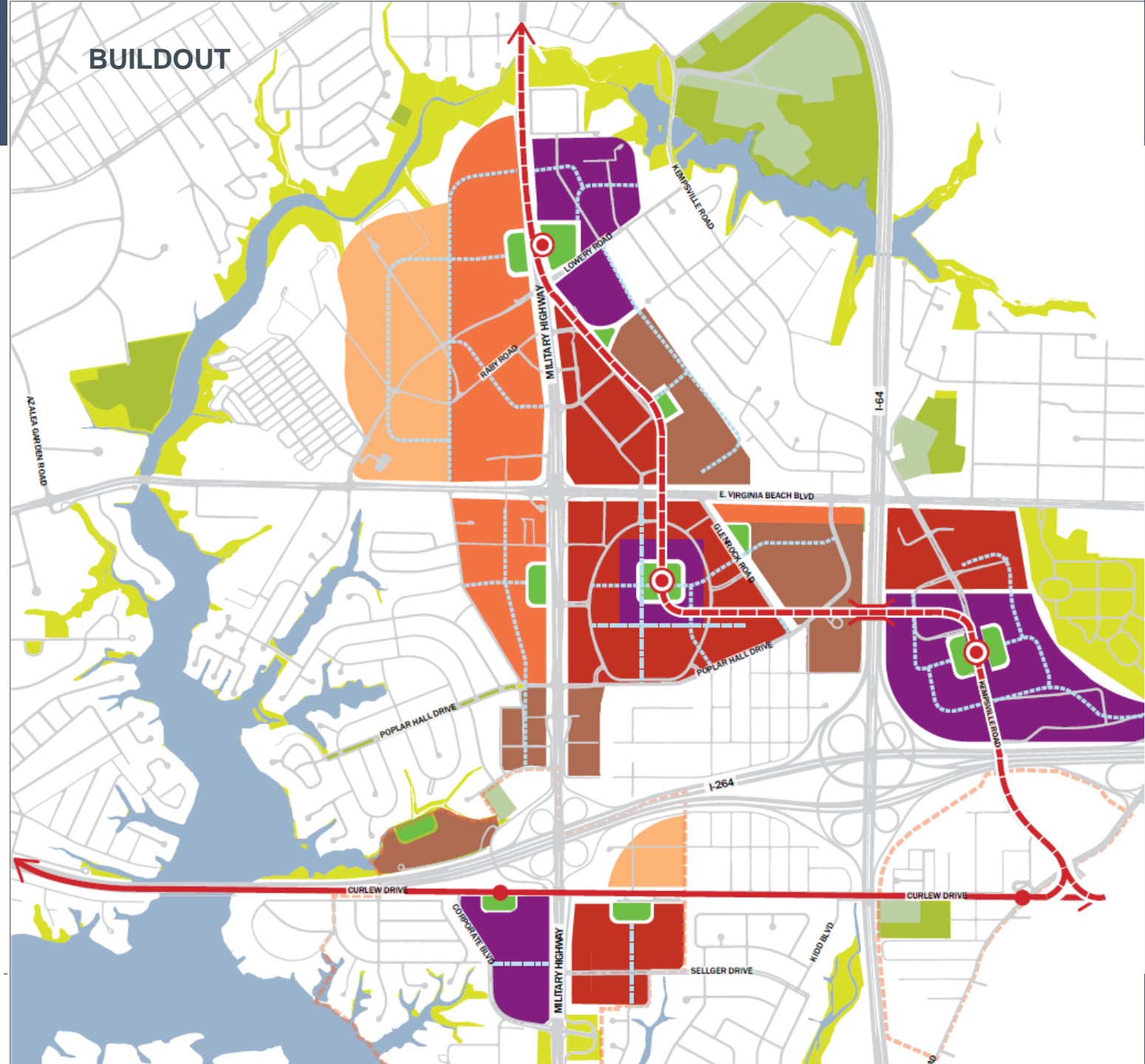
BUILDOUT



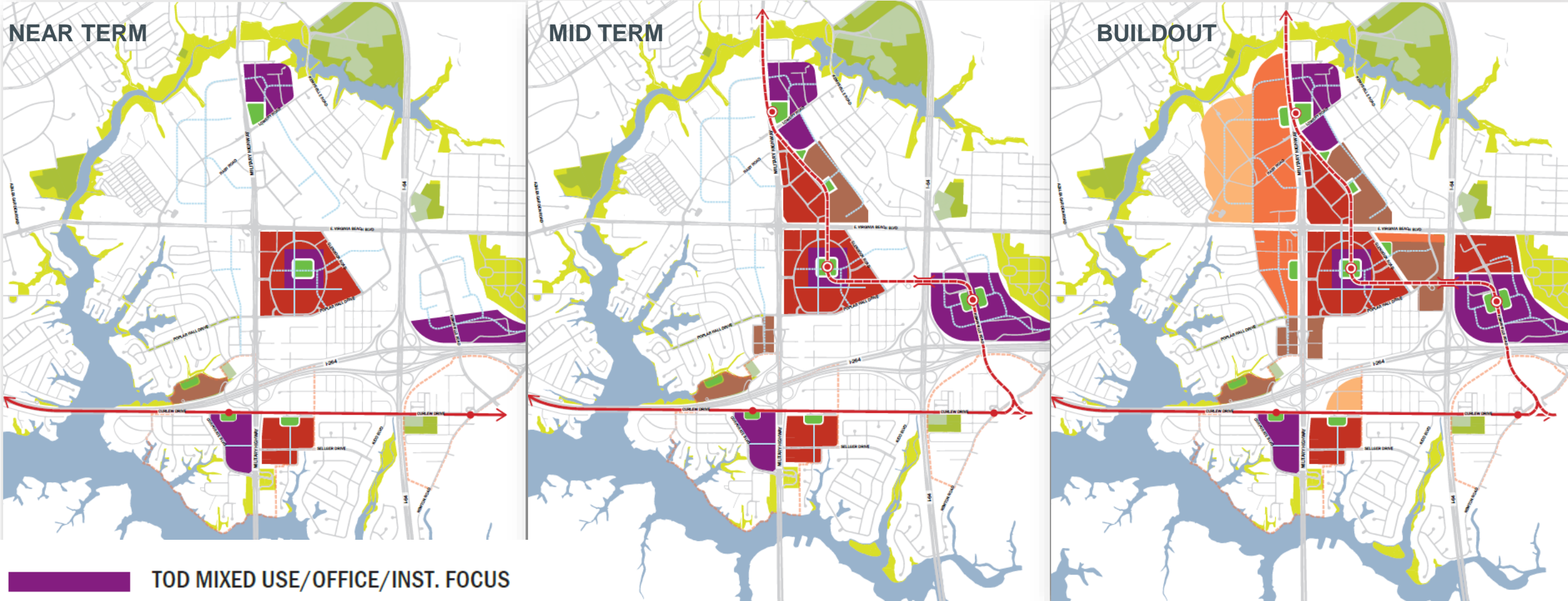
-  TOD MIXED USE/OFFICE/INST. FOCUS
-  TOD MIXED USE/RESIDENTIAL FOCUS
-  CORRIDOR MIXED USE/RETAIL & RESID. FOCUS
-  HIGH DENSITY RESIDENTIAL
-  LIVE/WORK FLEX

ALTERNATIVE B-2

- TOD MIXED USE/OFFICE/INST. FOCUS
- TOD MIXED USE/RESIDENTIAL FOCUS
- CORRIDOR MIXED USE/RETAIL & RESID. FOCUS
- HIGH DENSITY RESIDENTIAL
- LIVE/WORK FLEX

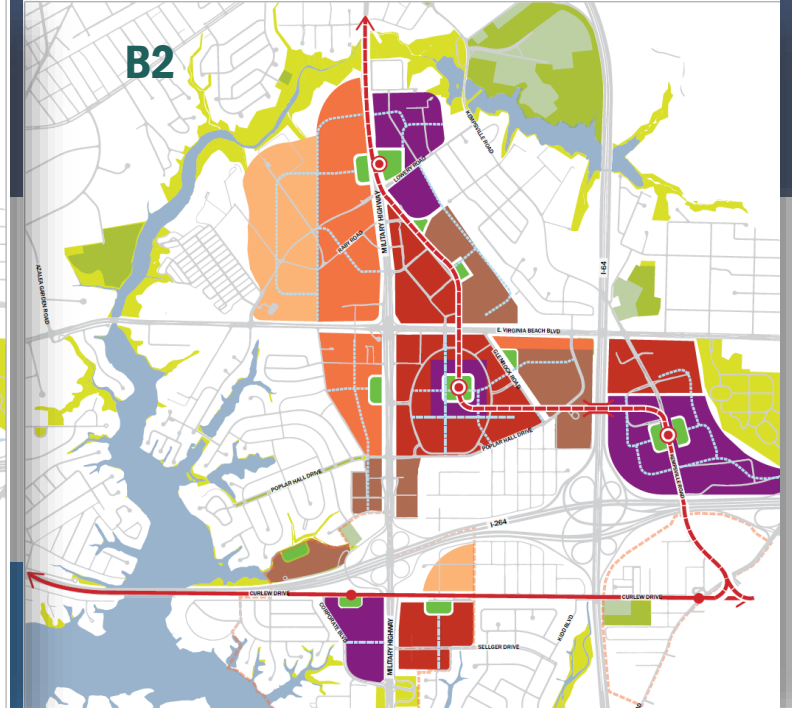
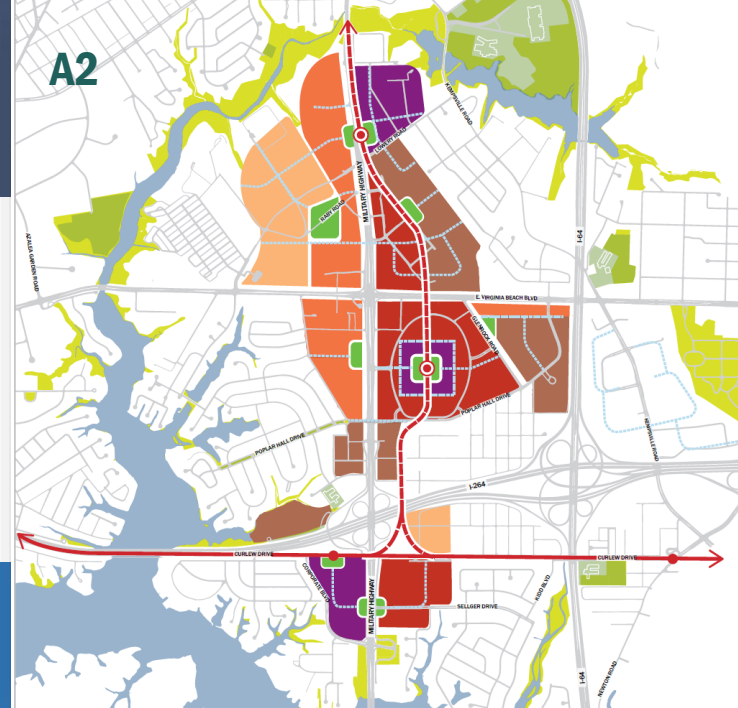


ALTERNATIVE B-2



- TOD MIXED USE/OFFICE/INST. FOCUS
- TOD MIXED USE/RESIDENTIAL FOCUS
- CORRIDOR MIXED USE/RETAIL & RESID. FOCUS
- HIGH DENSITY RESIDENTIAL
- LIVE/WORK FLEX

BUILDOUT COMPARISONS



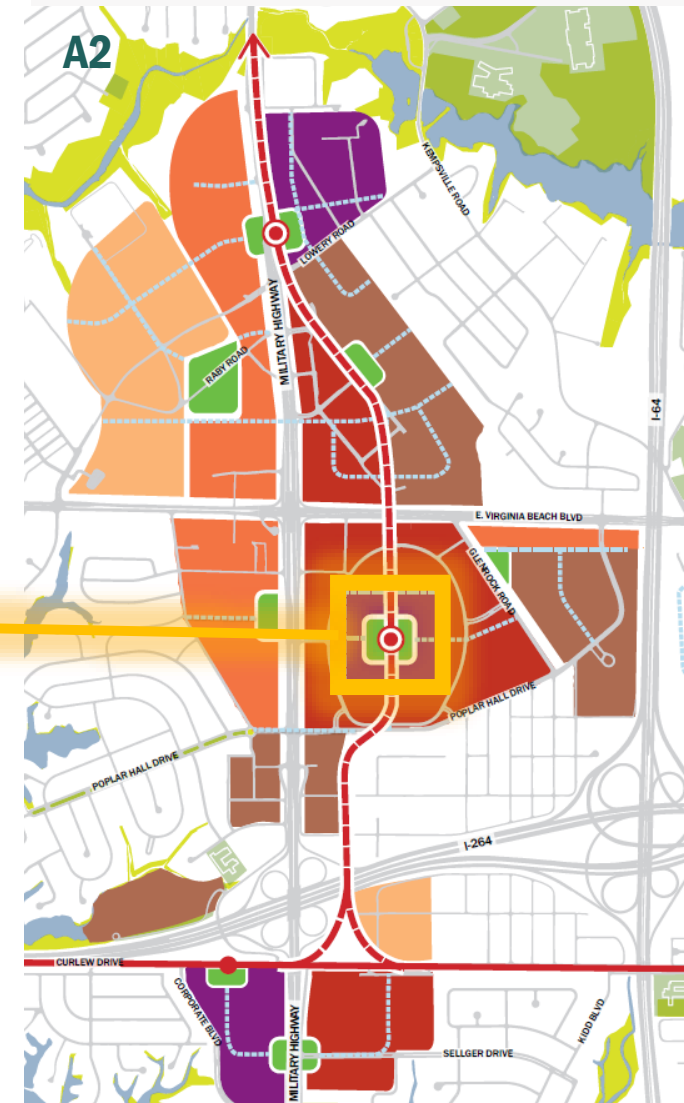
Land Use Type	Acres	Acres
Corridor Mixed Use/Retail & Res Focus	127.2	175.1
High Density Residential	152.9	125.8
Live/Work Flex	106.8	102.8
New Parks/Civic Space	32.8	32.6
TOD Mixed Use/Office/Inst. Focus	86.9	200.4
TOD Mixed Use/Residential Focus	167.6	216.2
TOTAL	674.2	852.9

POTENTIAL BUILDOUT SCENARIOS

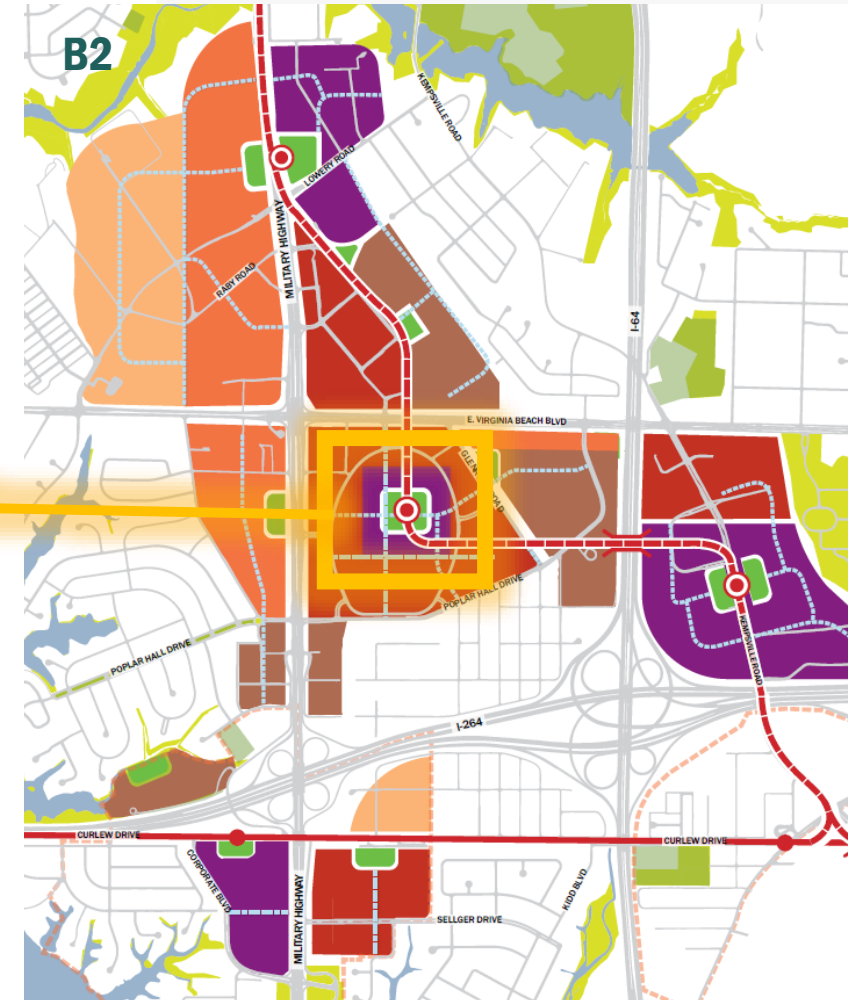
ALTERNATIVE A2	Acres	Dwelling Units	Retail Space	Office Space	Institutional Space
Land Use Type					
Corridor Mixed Use/Retail & Res Focus	127.2	382	1,108,220	55,422	0
High Density Residential	152.9	3,824	133,249	0	0
Live/Work Flex	106.8	854	93,010	232,573	0
New Parks/Civic Space	32.8	0	0	0	0
TOD Mixed Use/Office/Inst. Focus	86.9	174	75,709	1,514,498	757,249
TOD Mixed Use/Residential Focus	167.6	2,514	292,011	73,018	0
TOTAL	674.2	7,747	1,702,200	1,875,512	757,249

ALTERNATIVE B2	Acres	Dwelling Units	Retail Space	Office Space	Institutional Space
Land Use Type					
Corridor Mixed Use/Retail & Res Focus	175.1	525	1,525,840	76,308	0
High Density Residential	125.8	3,144	109,557	0	0
Live/Work Flex	102.8	823	89,577	223,990	0
New Parks/Civic Space	32.6	0	0	0	0
TOD Mixed Use/Office/Inst. Focus	200.4	401	174,553	3,491,779	1,745,890
TOD Mixed Use/Residential Focus	216.2	3,243	376,736	94,203	0
TOTAL	852.9	8,136	2,276,263	3,886,280	1,745,890

WHAT COULD THIS LOOK LIKE?

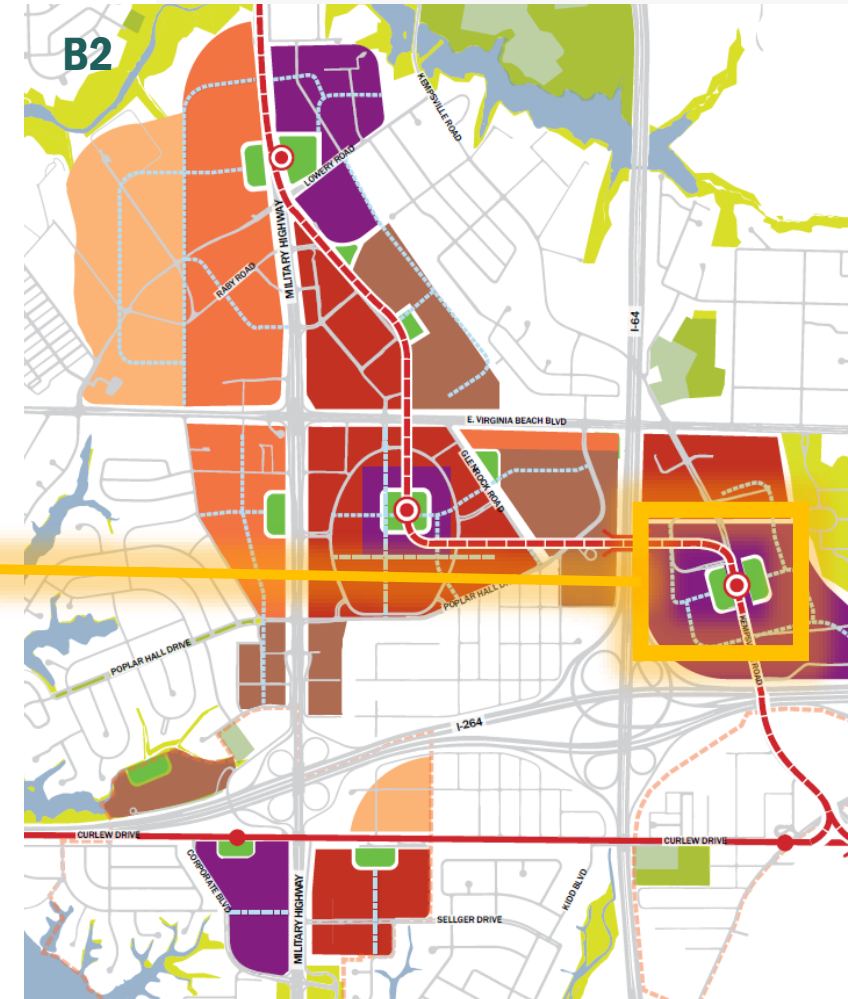


WHAT COULD THIS LOOK LIKE?



7th St. Station – Charlotte, NC

WHAT COULD THIS LOOK LIKE?



WHAT WE NEED FROM YOU



FACTORS TO CONSIDER

- Which transit alignment is best for the long term?
- Which areas are most important to be catalyzed by Transit & TOD?
- Are the land uses desirable? compatible? achievable?
- Which alternative (or modified alternative) should we pursue for the Draft Plan?

